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**AGO D/A ltr, 29 Apr 1980**

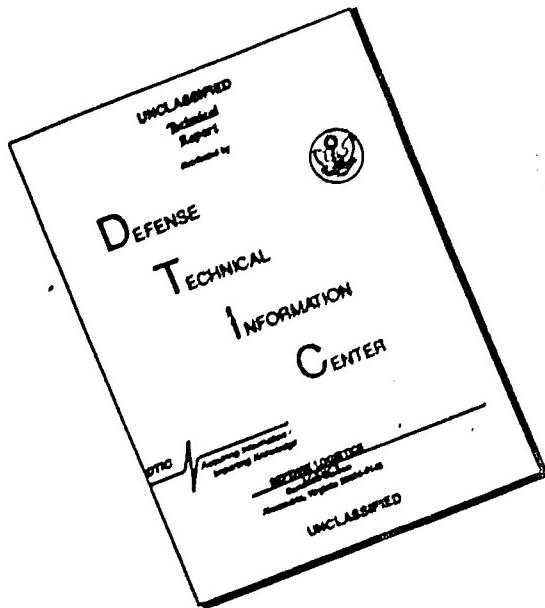
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (15 Feb 68) FOR OT RD 674106

19 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 577th Engineer Battalion (Const), Period Ending 31 October 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. STANFIELD  
Colonel, AGC  
Acting The Adjutant General

1 Incl  
as

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 577TH ENGINEER BATTALION (CONSTRUCTION)  
APO US Forces 96316

EGACBD-3

11 November 1967

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for  
Quarterly Period Ending 31 October 1967

THRU: Commanding Officer  
35th Engineer Group  
APO 96312

Commanding General  
18th Engineer Brigade  
ATTN: AVBC-C  
APO 96377

Commanding General  
United States Army Engineer Command, Vietnam  
ATTN: AVCC-PO  
APO 96491

Commanding General  
United States Army, Vietnam  
ATTN: AVGC-DH  
APO 96307

Commander in Chief  
United States Army, Pacific  
ATTN: GPOP-OT  
APO 96558

TO: Assistant Chief of Staff for Force Development  
Department of the Army (ACSFOR DA)  
Washington, D.C. 20310

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## Section 1. Significant Organization or Unit Activities

1. The 577th Engineer Battalion (Construction) is organized under TO&E 5-115E. At present the 553d Engineer Company (Float Bridge) (-), the 572d Engineer Company (Light Equipment) (-), and the 547th Engineer Platoon (Asphalt) are attached to this unit. One platoon from the 553d Engr Co (FB) and one platoon from the 572d Engr Co (LE) remain attached to the 14th Engineer Battalion (Combat) at Dong Ba Thin. Company C (-) and the Quarry Section of Company A, 577th Engr Bn (Const) are operating at Port Lane, Vung Ro Bay. The remaining elements of the battalion are operating in the Free World Forces (FWF) Cantonment Area, 15 kilometers south of Tuy Hoa. The battalion and attached units are further assigned to the 35th Engineer Group (Construction), with headquarters at Cam Ranh Bay.

2. LTC John R. McDonald became the new Battalion Commander on 11 September 1967 replacing LTC Carl P. Rodolph who rotated.

3. Company A has continued a two shift operation of aggregate and cold mix asphalt production. The company produced a total of 26,429 CY of rock and 2,347 CY of cold mix asphalt during the three month period. The boulder quarry at Phu Hiep was closed on 14 October 1967 after producing a total of 164,345 CY of crushed rock. The company's quarry equipment and personnel have been transferred to Vung Ro Bay, where development of a new quarry has begun. Rock production will continue to be critical to the battalion's operation due to the continued program for upgrading National Highway QL-1 and the continuous requirement for concrete aggregate. The 547th Engineer Platoon (Asphalt) arrived in-country on 28 October 1967 and is now attached to Company A, 577th Engr Bn (Const)

4. A reinforced construction platoon of Company B, located at Vung Ro Bay at the end of last quarter, was displaced to the FWF Cantonment on 7 August 1967 after completing construction of one LST ramp. The completion of Port Lane was assigned to Company C. Company B has continued the repair and maintenance of National Highway QL-1, using 1,480 CY of cold mix asphalt during the period of this report. On 17 July 1967 the company was given the mission to begin upgrading 14.3 miles of National Highway QL-1 to MACV standards (24 foot roadway with 8 foot shoulders). A 1.1 mile section of the road has been raised and widened, using 30,500 CY of select fill and 3,500 CY of 3-inch-minus rock. An asphaltic concrete pavement will be applied to complete upgrading of this section. In the Class I Facility Company B constructed a 92 foot by 200 foot ration storage shed and began construction of two 40 foot by 100 foot Pascoe warehouses. Construction of a 20' foot by 96 foot microwave building for the 261st Signal Company at Tuy Hoa Air Force Base is now nearing completion.

5. On 28 August 1967 Company C completed the Dong Tre Airfield project which had started on 1 July 1967. This project consisted of the construction of an all-weather, 2,500 foot runway with 150 foot overruns, crossovers and a parking apron, surfaced with M8A1 mat. Company C also completed the upgrading of 11 kilometers of Route TL 2D to Class 35 and maintained 18 kilometers of Route TL 6B. These two routes comprise the only land access routes to Dong Tre from Highway QL-1. On 29 August 1967 Company C convoyed from Dong Tre to Port Lane. The earthmoving platoon was attached to the 572d Engr Co (LE) and utilized in the development of the Chap Chai Quarry. Company C completed construction of the 380 man cantonment at Port Lane, the 1,500 man mess for Tuy Hoa Sub Area Command (THSAC), performed roads and grounds maintenance at Port Lane, and began fabricating precast concrete bridge beams for short bridges on Highway QL-1. Company C (-), supported by the 610th Engineer Company (Construction

Support) is scheduled to deploy inland to Dalat in mid-November to construct a C-130 airfield.

6. Company D was employed primarily in the FWF Cantonment area on construction of the Phu Hiep Army Airfield Aviation Support Facilities. Construction was completed on two aircraft wash racks and on .41,000 SY of M8A1 surfaced aircraft parking apron. Construction of the first 202 foot by 75 foot hangar is 85% complete. Construction has begun on a second 202 foot by 75 foot hangar, a 44 foot high control tower, technical supply and administrative buildings, and an additional 16,000 SY of M8A1 parking apron. The company continued construction and maintenance of the interior road network of the FWF Cantonment Area. Company D completed construction of the 10,000 BBL Army reserve POL tank, located at Tuy Hoa Air Force Base, and began construction of the FWF POL Tank Farm. This project will consist of three 3,000 BBL and two 500 BBL bolted steel tanks with connecting lines, a distribution station, and administrative facilities.

7. The 553d Engr Co (FB) accomplished maintenance, security, and traffic control on four tactical bridges in the battalion area of responsibility. This company was engaged in direct combat with North Vietnamese Army (NVA) and Viet Cong (VC) elements on 30 and 31 August and 7 September while securing the Song Ban Thach River floating bridge (CQ201350). Construction of FWF Access Road Bridge was initiated on 15 August by the 553rd and is now 92% complete. The bridge is a 100-foot, two-span, steel stringer, timber decked bridge with concrete abutments and concrete filled fluted steel center piles. The company also performed its secondary mission in providing continuous transport of supplies from the Cam Rahn Bay Depot to Tuy Hoa in support of the 577th Engineer Battalion (Construction).

8. The 572d Engineer Company (Light Equipment) provided continuous equipment support to 577th Engr Bn (Const) and other units of the 35th Engr Gp during the reporting period. In addition, this company constructed a 42,000 SY DBST hardstand for the THSAC Class I Facility, requiring 20,000 CY of decomposed granite, 12,500 CY of 3-inch minus rock, 2,500 CY of 3/4-inch minus rock, and 102,190 gallons of RC-3 asphalt. The 572d Engr Co (LE) began development of the new quarry at Chap Chai mountain in late September. The crusher site was established at Tuy Hoa Air Force Base, and blast rock is being transported 10 kilometers from the quarry to the crusher site by rail (Vietnamese National Railway), and dump trucks. The company has constructed a grizzly, a train loading ramp, and has developed benches within the quarry. The remote location of the crusher site was dictated by the requirement for a 24-hour-a-day crusher operation and the fact that the Chap Chai quarry is not secure from enemy interdiction at night. When fully mobilized, this quarry and crusher operation has the potential of producing 2,000 CY of 3-inch minus crushed rock per day.

9. During this reporting period an increased enemy build-up in Phu Yen Province was experienced. Intelligence sources indicated that a division of NVA and VC units were located in the hill mass surrounding the Tuy Hoa Valley to the north, west and south. The mission of these enemy units was to disrupt the national elections, tax the local populace, capture the rice harvest, disrupt lines of communications, and harass the Free World Forces within the province. The 577th Engineer Battalion (Construction) and attached units were actively engaged in direct contact with the enemy or on a full alert status on 13 of the 15 nights during the period 30 August through 13 September. The battalion experienced light attacks on the Phu Hiep quarry, Highway QL-1 borrow pit, convoys on Highway QL-1, the cantonment and perimeter, as well as heavy attacks on the

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553d Engineer Company (Float Bridge) security force on the Song Ban Thach bridge site. Results of these actions included three KIA and eight WIA (3 KIA 6 WIA 553rd Engr Co (FB) and 2 WIA 577th Engr Bn (Const)), two dump trucks damaged by mines, estimated 20 enemy KIA, (nine by body count), and an unknown number of enemy WIA.

10. On 15 September 1967, the headquarters and other elements of the 173rd Inf Bde (Abn) (Sep) moved into the FWF Cantonment Area. The 577th Engineer Battalion was placed in general support of the 173rd for Operation Bolling. Construction of ten helipads, an ammunition supply point, a tactical operations center, and latrine and shower facilities were accomplished in performing the GS mission. Two major tactical support missions were accomplished by elements of this battalion in the initial phases of Operation Bolling. On 18 September a task force under the control of Company D conducted a road clearing and repair mission to enable Battery C, 6/32 Artillery, to move its M107 (8 inch SP) and M110 (175MM SP) guns into position and then escort Company D, 14th Engr Bn (Combat), which had been cutoff at Cung Son, 50 km out route 7B to Tuy Hoa. On 5 October the 553d Engr Co (FB) received a mission to conduct a tactical ferrying operation to displace Battery C, 6/32 Artillery to a new location. Elements of the 553d, with tactical escort from the 173rd Abn Bde (Sep) moved to the ferry on 6 October and constructed a Class 50 M4 raft. During the night of 6 October the company crossed the artillery battery and then disassembled the ferry. A light tactical raft and a short M4 floating bridge were also used to provide light vehicle crossings at rain-swollen streams. An unsuccessful attempt was made to airlift M4 pontons by CH-47 Chinook helicopters during this rafting operation (see lessons learned).

11. Concurrent with Operation Bolling, the 28th Regimental Combat Team (RCT) Republic of Korea Army (ROKA) conducted a series of operations known as TAKABI III. Company B, 577th Engr Bn (Const), which had assumed the responsibility for the Song Ban Thach bridge security on 17 September, was committed as infantry in a blocking role on the south bank at the bridge site while 28th RCT soldiers conducted a three-day sweep of the village along both banks.

#### Section 2, Part I, Observation (Lessons Learned)

##### ✓ 1. Personnel

Item: Reassignment levies of personnel who have extended their foreign service tours.

Discussion: In one instance, three enlisted men were levied by higher headquarters to be reassigned within Vietnam in their secondary MOS. All three were serving on extensions of their foreign service tour with the unit in which they extended. All three men desired that they remain with the battalion, and all requested that they be removed from the levy. Only after personal intervention by the Battalion Commander and the Group Commander were the individuals deleted from the levy. The consequences of a transfer would have been a severe drop in morale on the part of the three individuals, and more importantly, a distinct deterrent to future extensions in Vietnam by other personnel.

Observation: Reassignment of personnel who have voluntarily extended within a unit should not be directed unless requested by the individual.

2. Training and Organization: None

3. Operations

a. Item: Anchoring M8A1 matting.

Discussion: The Dong Tre Airfield involved the construction of a 2,500 foot, M8A1 mat runway with taxiways, parking apron, and two turnarounds. The total project involved the placement of 261,700 square feet of M8A1 mat. Specifications required burying the end of every fourth piece of mat (extended) to anchor the mat. In order to bury this mat it was necessary to dig a small ditch under the extended strips, bend down the mat into the ditch, and back fill. Due to the gradation and density of the compacted material, it was extremely difficult to cut the ditch by machine without damaging the subgrade, and hand excavation proved far too time-consuming. A cutting edge from a dozer blade was welded across two ripper teeth, and the dozer was backed so that the two ripper teeth straddled the extended piece of matting. In order to get the cutting edge under the extended mat, it was necessary to raise the matting about ten inches. This was accomplished by using a 5-ton dump truck bed as a lifting device. Two eight by eight inch timbers were lodged in the bed of a 5 ton dump truck, and a chain was fastened to the timbers and connected to the matting. When the dump bed is lowered the matting will be raised.

It is desirable to have an even, straight bend across the extended matting when placing the anchor in its hole. The bend was easily accomplished by placing a four by eight inch timber under the matting and then backing the truck across the mat.

Observation: Available equipment can be effectively adapted to provide an efficient and rapid method of anchoring mat.

b. Item: Calking unmatched corrugated roofing.

Discussion: In the erection kit for the pre-engineered 75'x202' maintenance hangar two different types of roofing material are included: standard galvanized steel corrugated roofing, and translucent plastic corrugated sheets for use as skylights. These parts, as received in Vietnam, had a cyclic gage error of 1/16" per cycle. The two parts would mesh together, but did not allow a sufficiently tight seal to prevent moisture from entering the building during a monsoon rain. Normal mastic, which could have solved the problem, was not available in sufficient quantities to calk the entire building. To correct this problem an experiment was run with UCAR 131. This material sets to a hardened plastic substance upon exposure to air. The material was poured undiluted into a flat pan about 1" deep. It was then allowed to harden for approximately four hours. After this period of time the material was rigid enough to hold shape, but soft enough to be placed in the cracks with a putty knife. The substance must be kept dry for ten hours after placing for final hardening. The result is a clear hard bond to both the metal and plastic surface.

Observation: UCAR 131 can be used as an effective material for calking corrugated roofing.

c. Item: Correction of leaky water tanks.

Discussion: Water trucks often develop hairline cracks in the tanks after extended hard use. This is especially true where the truck must be driven over rough terrain to reach the construction site, as is often the case in Vietnam. UCAR 131, used full strength and applied with a brush to the inside of the tank, proved to be an effective sealer for cracks up to one fourth inch wide. After being applied, the material must be kept dry for a period of ten hours.

Observation: UCAR 131 can be effectively used as a water tank sealer.

d. Item: Airlift of Bridge Erection Boat and M4 Pontons.

Discussion: During Operation Bolling the 553rd Engineer Company (Float Bridge) received a mission to ferry a self-propelled artillery battery across the Suoi Cai River and 23 kilometers further east the Song Chua River at Tuy Hoa. Sufficient bridging was not available to construct the ferry at both sites simultaneously. An attempt was made to airlift the ferry components by CH-47 (Chinook) helicopter from the Suoi Cai site to the Song Chua site in order to reassemble it prior to the arrival of the convoy. The light weight and aerodynamic characteristics of the M4 pontons when slung beneath the CH-47 resulted in an uncontrolled oscillation, despite the use of a drag chute. As a result, the aircraft commander was forced to abandon the load to avoid endangering the aircraft.

Observation: The CH-47 aircraft is capable of airlifting and transporting the 27 foot bridge erection boat. The CH-47 aircraft can easily lift the weight of the M4 ponton, but is not capable of transporting the M4 ponton due to excessive oscillation of the slung load.

4. Intelligence: None

5. Maintenance:

a. Item: Replacement of 290 tractor fuel line.

Discussion: The main fuel line of the Clark 290 tractor has left much to be desired. Over the last quarter, three of these lines have had to be replaced in 290's in this unit due to the length and vibration of this line. Since repair parts for this item are difficult to obtain, a hose from the front brake system of an M51 5-ton dump truck was tried. The switch was very successful in that the hose is approximately the same diameter and adapts well to the standard fittings.

Observation: 5-ton dump brake hoses can be used as an emergency fuel line on a Clark 290M tractor.

b. Item: Engine assembly on distributor, bituminous material tank type gasoline.

Discussion: The Minneapolis Moline model M220B-4A engine, standard component of the asphalt distributor, has quickly worn out under the strain of 24-hour-a-day operations in Vietnam. No replacement engine is currently available. A Wisconsin V4 air cooled engine (FSN 2705-702-1704) was modified and mounted on the distributor rather than turning in this critical item of equipment. It was necessary to modify the engine mounts, transmission mounts, three universal joints, and to remove the rear bumper to complete the installation of

the new engine. The air cooled engine has proved to be very satisfactory under abnormal conditions, and vibration has been reduced to a minimum.

Observation: Critical equipment which cannot be replaced can often be modified with available components to provide a satisfactory substitute until a new item is available.

c. Item: Elevating wheel shaft roller bearing retainer unit (FSN 3130-837-2594) (component of 75 TPH Eagle secondary crusher).

Discussion: Dust and sand will often collect in this bearing unit. This causes excessive wear upon both the shaft and the bearings. To eliminate foreign particles from entering this unit, a circle was cut from the top of a C-Ration can and placed at the end of the shaft as a dust cover.

Observation: The placement of a dust cover fabricated from a locally available component has greatly reduced the wear upon the shaft and bearings.

d. Item: Fabrication of a spreader assembly for a 40 ton crane.

Discussion: This unit was missing the spreader assembly for its 40 ton crane. This assembly is essential when using a clam shell. No spreader was available through supply channels so it became necessary to fabricate one. Using two pieces of seven-inch channel beam, four fourteen-inch pulleys and half inch steel plate, the assembly was welded together. Two two-inch pins with grease fittings were then fabricated for the pulleys completing the assembly.

Observation: It is possible to fabricate a spreader assembly for a 40 ton crane from available material.

## Section 2, Part II, Recommendations

1. It is recommended that necessary study and testing be accomplished to determine methods and procedures for airlifting components of standard tactical bridging by helicopter.

2. It is recommended that the authorized space allocation for company supply rooms be increased. Each company requires a 20'x50' building to be used entirely as a supply room/arms room. The present space allocation does not provide adequate storage space for clothing and other TA supplies. Many materials must still be kept in Conex containers, which are in great demand. Conex storage also results in rust, mildew, and deterioration of clothing and supplies.

3. It is recommended that strict controls be instituted regarding the timing and submission of recommendations for promotions of lieutenants and warrant officers who are enroute to new unit assignments. An officer whose eligibility date for promotion precedes his EDCSA should be promoted by his previous unit. If the eligibility date is on or after his EDCSA and he is delayed for some reason, such as emergency leave, he would be promoted at a date subsequent to eligibility date causing him to lose the difference in pay from eligibility date to the date of the promotion order. His date of rank can be

adjusted, but not his pay. It is strongly recommended that the gaining unit publish orders promoting the officer on his eligibility date, regardless of whether or not he actually becomes assigned to that unit.

4. It is recommended that individuals who request to extend their foreign service and desire to remain with their present unit be given an official guarantee against reassignment against their wishes. This would greatly enhance the foreign service tour extension program.

1 Incl  
TO&E Chart

*John R. McDonald*  
JOHN R. MC DONALD  
LTC, CE  
Commanding

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ECA-CO (11 November 1967) 1st Ind

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for  
Quarterly Period Ending 31 October 1967.

DA, Headquarters, 35th Engineer Group (Const), APO 96312, 23 November 1967

TO: Commanding General, 18th Engr Bde, ATTN: AVBC-C, APO 96377

1. I have reviewed the Operational Report - Lessons Learned submitted by the 577th Engineer Battalion and consider it an accurate account of unit activities and accomplishments.

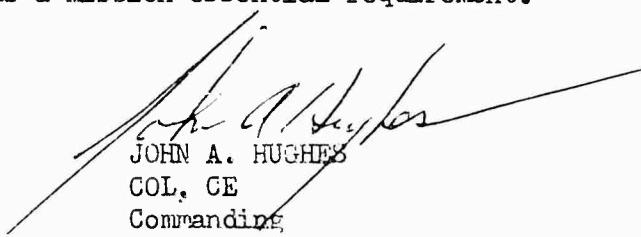
2. I concur with the observations and recommendations of the battalion commander with the following additional comments:

a. Section 2, Part I, 1, Personnel: The 577th Engineer Battalion was requested to submit to this headquarters, for levy purposes, the names of all personnel who had a particular secondary MOS. The names of the three individuals in question were submitted in error. This problem has been favorably resolved and every possible effort is being made by units of this command to insure that personnel on voluntary extension of tours in Vietnam are not involuntarily reassigned.

b. Section 2, Part I, 3c, Leaky Water Tanks: While the use of UCAR 131 as a sealant is acknowledged, this headquarters does not recommend its use in potable water trailers, trucks or containers until after the compound has been certified for such use by the appropriate medical authorities. This headquarters concurs with the use of UCAR 131 as a sealant only in non-potable water containers. The required certification for potable water containers is being requested from medical authorities.

c. Section 2, Part I, 5a, Tractor Fuel Line: An Equipment Improvement Report was submitted on the Clark 290 tractor fuel line on the 5th of August 1967. An official response to this report has not yet been received.

d. Section 2, Part I, 5b, Asphalt Distributor Engine: This headquarters realizes that this modification is not authorized. At the time of modification this was the only asphalt distributor in the possession of the 577th Engineer Battalion and was required for the proper completion of highway and airfield projects in the Tuy Hoa area. The modification was justified as a mission essential requirement.

  
JOHN A. HUGHES  
COL, CE  
Commanding

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AVBC-C (11 Nov 67) **2nd Ind** CPT Storat/dne/DBT-163  
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for Quarterly  
Period Ending 31 October 1967

28 NOV 1967

Headquarters, 18th Engineer Brigade, APO 96377

TO: Commanding General, U.S. Army Engineer Command, Vietnam (Prov)  
ATTN: AVCC-P&O, APO 96375

1. This headquarters has reviewed the report submitted by the 577th  
Engineer Battalion (Const), as indorsed, and considers it an excellent and  
accurate description of the unit's activities and accomplishments during the  
reporting period ending 31 October 1967.

2. Concur with the observations of the Battalion Commander, as modified  
and amplified by the Group Commander's Indorsement.



HAROLD J. ST CLAIR  
Colonel, CE  
Deputy Commander

13

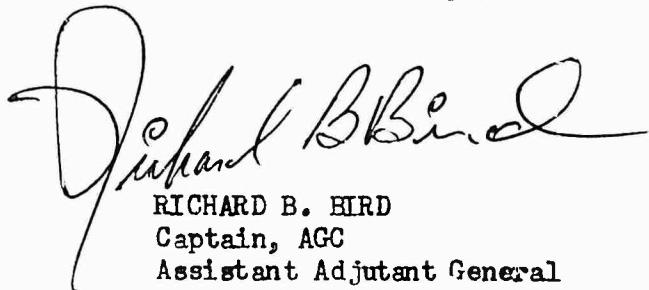
AVCC-P&O (11 Nov 67) 3d Ind  
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for  
Quarterly Period Ending 31 October 1967

HEADQUARTERS, UNITED STATES ARMY ENGINEER COMMAND  
VIETNAM (PROV), APO 96491 21 DEC 1967

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DH,  
APO 96375

The subject report, submitted by the 577th Engineer Battalion, has  
been reviewed by this headquarters and is considered adequate.

FOR THE COMMANDER:



RICHARD B. BIRD  
Captain, AGC  
Assistant Adjutant General

Cys Furn:

CG, 18th Engr Bde  
CC, 35th Engr Gp  
CO, 577th Engr Bn

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AVHGC-DST (11 Nov 67)

4th Ind

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for  
Quarterly Period Ending 31 October 1967

HEADQUARTERS, UNITED STATES ARMY VIETNAM APO 96375 19 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 577th Engineer Battalion (Construction) (BAQA) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning reassignment levies of personnel who have extended their foreign service tours, page 4, paragraph 1 and page 8, paragraph 4: Nonconcur. To guarantee stabilization of assignment for personnel who extend their FST would greatly reduce the flexibility required by this command to reassign available personnel assets to meet swiftly changing conditions and sudden urgent requirements which often occur in the combat zone.

b. Reference item concerning airlifting components of standard tactical bridging, page 7, paragraph 1: Concur.

c. Reference item concerning space allocation for company supply rooms, page 7, paragraph 2: Concur. Pending revision of MACDC Construction Bulletin 415-2-10, up to 960 square feet may be authorized by USARV for each orderly or supply room. Authorization is on a case by case basis.

d. Reference item concerning officer promotions, page 7, paragraph 3: Nonconcur. Paragraph 29b, AR 624-100 (Promotion of Officers on Active Duty) provides necessary procedures and controls for promoting officers who attain eligibility while enroute to a new station.

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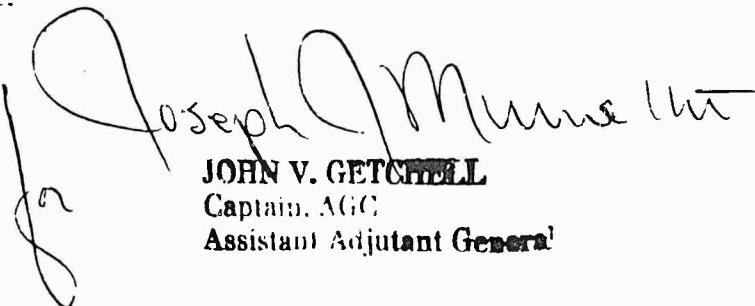
AVHGC-DST (11 Nov 67)

1 JAN 1968

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for  
Quarterly Period Ending 31 October 1967

3. A copy of this indorsement will be furnished to the reporting unit  
through channels.

FOR THE COMMANDER:

  
**JOHN V. GETCHELL**  
Captain, AGC  
Assistant Adjutant General

Copy furnished:

HQ, 577th Engr Bn (Construction)  
HQ, US Army Engr Comd

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GPOP-DT(11 Nov 67)

5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 October  
1967 from HQ, 577th Engr Bn (UIC: WBAQAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558

1 PPR 10

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

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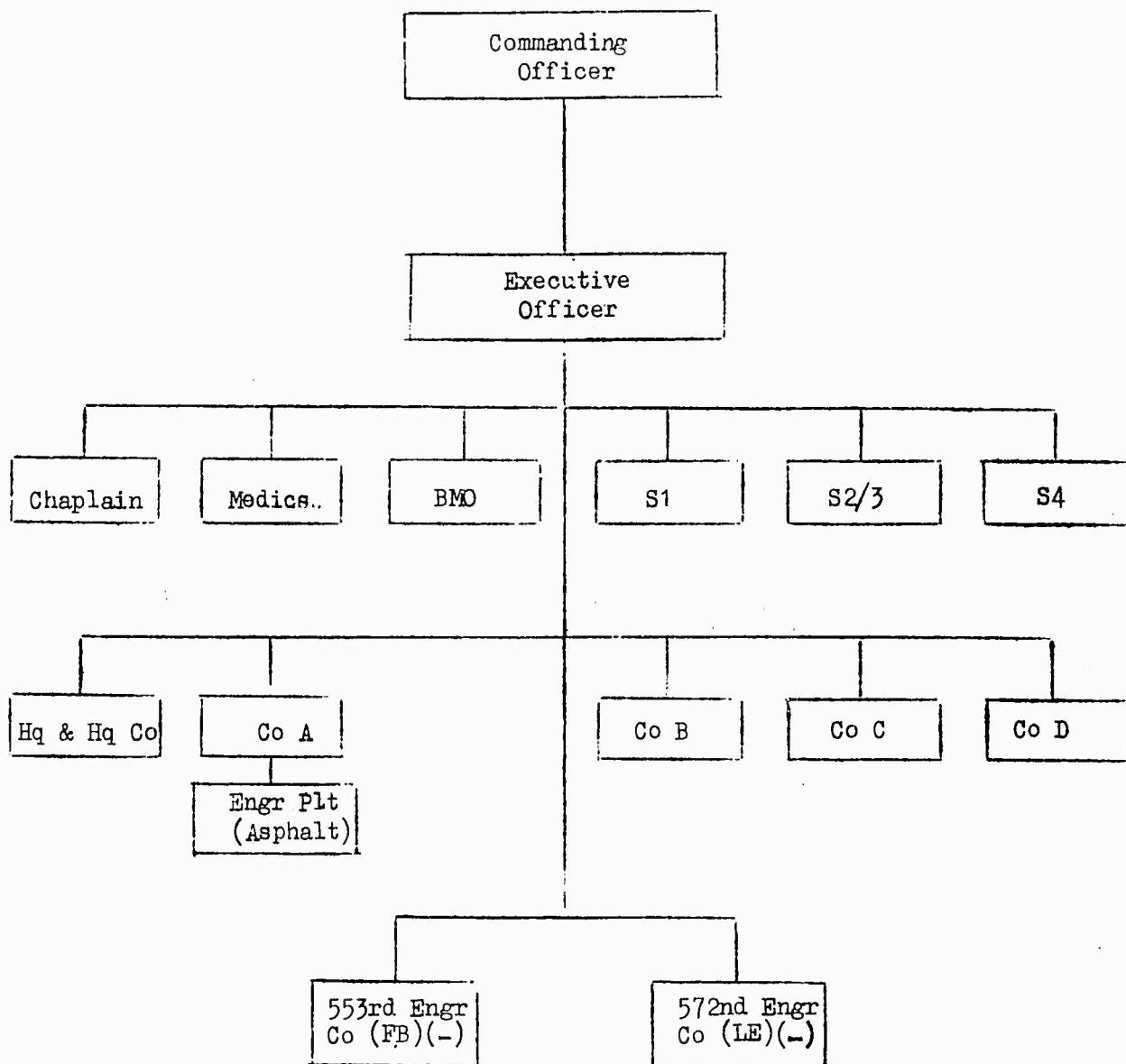
FOR THE COMMANDER IN CHIEF:



MARVIN SNYDER  
CPT, AGC  
Asst AG

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ORGANIZATION  
577TH ENGINEER BATTALION (CONSTRUCTION)



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